

Hq. Washington Wing CAP S.E.

Safety Briefing

Month/Year:	MAY 7, 2008
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WaWing Accidents and Incidents Summary FY 2008

Aircraft B None

Vehicles B None

Personnel B 1- Cadet Slipped on Ice during Operation Snowflake V, Camp Murray, December

In accordance with CAPR 62-1 Wing personnel who were not in attendance at the monthly Safety Briefing are required to read and initial the ASentinel and briefing notes published for that month. Monthly briefings are now posted on the Wa Wing Safety Web Site. The following is a summary of the WaWg Hq. Safety briefing for the month/year indicated above. Attached are copy(s) of any handouts used at the briefing. Please review, and then complete the briefing certification form on the web site. Send it to the Washington Wing Safety Office.

Thank you, Major George C. Minnich, Director of Safety, Washington Wing

The following is the agenda and notes of the safety briefing presented 5/7/08 by Col. David Maxwell, Wa Wing Commander.

1. **Sentinel** - The May 2008 Sentinel is posted on the Wing Safety Site and the Safety Bulletin Board. All personnel are urged to review that issue. During this safety briefing the Sentinel was reviewed and the following comments were emphasized:
Flight Line Safety – High Risk Area; 5 Factors come in to play on the flight line – Man-Machine-Medium-Mission-Management; Prop hazards – (Both moving and non-moving; Then add weather in to the mix ; ES personnel working on flight lines MUST BE Fully trained in both their job and flight line safety. We must make sure this training is thoroughly given AND, more importantly Understood.; Also important “PPE” (Personal Protective Equipment) – earplugs, safety vests, gloves and most important, WATER. Hydration is just as important in winter as in summer.
Severe Weather Driving – A must read! - Though we don’t face the thunderstorms as bad as the central regions, frequent and fast changing weather can impact driving. Read and Heed this article.
Reporting Wildlife Aircraft Strikes - FAA Advisory Circular 150/5200-32A explains the importance of reporting collisions between aircraft and wildlife. (both birds and ground animals) Several have occurred in past few months involving CAP aircraft. Be prepared and aware. Good suggestion – check with the tower to see if there have been any recent reports in area. (Also read your AFD – e.g. Astoria elk hazard, Arlington – Eagles and other large birds.
What is the purpose of a Safety Inspection? – Safety inspections serve 2 purposes. They determine the level of compliance with regulations, and They validate the effectiveness of the Safety Program. (See latest WaWg Supplement to CAPR 62-1)
Morality and Safety – This article is good food for thought. Morality plays a major part in Safety. More than “Just do the right thing.”
Emergency Evacuation Plan – Has your unit posted a current plan? How about Emergency telephone numbers, escap routes, fire extinguisher locations, emergency and First Aid equipment locations.
2. **Wawg Supplement to CAPR 62-1 and CAPR 62-2** – There are a couple of major changes to CAPR 62-1 that we should read and be aware of.
 - a. Region Commander’s directive regarding refusal to accept a mission
 - b. Vehicle and Aircraft inspections before use at missions and activitiesAn enlarged copy of these excerpts will be posted on the Safety bulletin board. All personnel should read and comply at future activities and missions. Also a revised WaWg Supplement to CAPR 62-2 is now posted with current names and phone numbers of whom to contact. spring we have seen rapid and unusual changes in the weather. Before starting out on an activity, be prepared for rapid and possible extreme unexpected changes. Planning, equipment, proper clothing, survival equipment and supplies are important items this time of year.

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- 3. Sarex** – The SAREX this weekend is a good time to start practicing our SAFETY, and become aware of the changes for future missions and activities.

Summary of mishaps for March 2008 - In addition to the Wa Wing mishap listed at the top of the first page, the following other mishaps were reported through CAP Nationwide in February:

Aircraft	A/C Aborted takeoff due to engine not achieving full power Prop Strike in muddy grass Taxi collision – wing to wing Runway Incursion Three occurrences of precautionary landings due to rough running engines Glider rudder damage discovered at maintenance shop Precautionary landing due to loss of power during power-off stall Two different bird strikes Propeller nick Contact with fence while parking aircraft
Vehicle	Foot slipped off brake at traffic light stop. Bumped vehicle ahead.
Bodily Injury	SM received water burn when reaching to turn off burner Cadet pushed hard on exit door and cut elbow Cadet passed out in formation, fell and required stitches

What can we do differently or better to prevent these mishaps from happening to us?≡

All of us should look at all of the mishaps and ask the same question. These mishaps could and should have been prevented.
Let=s all do our best to prevent them from happening again. (Major G. C. Minnich)

Note: It is presumed that Wing personnel assigned to other units will have attended the safety briefings at their home units. If you have not, you should either read your home unit=s briefing notes or the Wing Briefing Notes.